4:Grajdanzev--8 S-4 (no date) 1942 Formosans
116, 133, 731

"Situated in the Pacific belt of volcanoes, Taiwan has very many earthquakes, on the average 330 each year in various parts of the island, but few are of great violence. In the earthquake of March 17, 1906, 3,643 persons were hurt and 20,987 houses damaged; on April 21, 1935, 15,329 persons were hurt and 54,688 houses damaged."

III. PUBLIC HEALTH PROBLEMS

A. General Background

Many of the communicable diseases usually associated with a tropical and sub-tropical climate were common to Formosa until the end of the nineteenth century. At that time, Formosa was still commonly called the island of epidemics. Plague, cholera, and smallpox caused the most serious epidemics; malaria, dysentery, typhus, and pneumonia were widespread but less prevalent. The control and prevention of these diseases became a major task of the Japanese administration which took over control of the island in 1895. The activities of the health bureau were closely coordinated with the exercise of the police power. Such measures as enforced vaccination, isolation of patients, destruction of contaminated houses, elimination of rats, and strict quarantine at seaports brought quick results. Since 1920, no major epidemics have occurred on Formosa.[16] Preventive activities against venereal diseases, parasitic diseases, trachoma, tuberculosis, and leprosy were begun by the Japanese in the late 1920's. By 1942, deaths from contagious and other diseases among Chinese inhabitants of Formosa had been reduced to the following yearly rate:[17] tuberculosis, 4,834; malaria, 5,792, parasitic diseases, 5,775; tracheitis, 4,661; pneumonia, 18,922; diarrhea and intestinal inflammation, 14,789; and kidney disease, 5,993. The least results were achieved in controlling tuberculosis, malaria,

16. Shao-hsing Chen, "Population Growth and Social Change in Taiwan," Bulletin of the Department of Archeology and Anthropology, Nat'l. Taiwan Univ., Taipei, May 1955, pp. 76-103.

17. [next page]

for citizenship. The four provincial relief homes at Taipei, Pingtung, Hualien, and Makung house the old, educate and train the disabled, the poor, and dependent children, and give medical care wherever necessary. The Provincial Women's Home in Tainan accomodates aged women and aids destitute women. Some of the private relief organizations have a long history of relief activities extending back to the time of the Ch'ing Dynasty (1644 1912). For instance, the Private Taipei Ai-Ai Relief Home and the Taipei Jen-chi Relief Home have long engaged in caring for the aged, the giving of medical care, rehabilitation of the disabled, and guarding and caring for the mentally ill. Four orphanages, two in Taipei and the others in Taichung and Tainan, receive orphans of 2 to 12 years of age. The Taipei Provincial Orphanage, located at Peitou, has full-time custody of 300 orphans and dependent children. The children are well-fed by Formosan standards; each receives 500 grams of rice and NT $1.50 equivalent of meat and vegetables per day. In addition the orphanage provides both kindergarten and elementary education. Some 50 other children of the poor in the area attend the orphanage's primary school, and 162 attend its kindergarten.

Emergency relief entails disaster relief, winter relief, and refugee relief. The law

931 provides that the local authorities of disaster-
746 stricken areas (most disasters being the result of typhoons, earthquakes, and floods) report to the provincial authority, so that afflicted people may be given shelter, food, and medical attention. The government, in addition to the supervision of relief work, contributes about one-third of the financial expenses, and private organizations of all kinds and public-minded individuals contribute to make up the rest. When the southern part of the island was stricken by a destructive typhoon in 1952, the whole island joined in a "Relieve-the-South" campaign, in which schools, business enterprises and organizations, public agencies, and private individuals were urged to contribute cash or "in kind" to a relief fund which was administered by the government.

746 Every year from December to March, hsien and municipal governments take the lead in providing winter relief to the poor. Contributions from schools, from various organizations, including churches, and from individuals are pooled under the administration of the local authority and money, food and clothing are given to the needy.

Relief of refugees from the China Mainland, and recently from the Tachen Islands, is being carried out chiefly by the government

48: Chen E-4 (no date) 1955 AD1 Formosa AD1

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In 1942 there were 2,593 inhabitants per doctor, or 4 doctors per 10,000 inhabitants (computed from 14: Table 484).[9]

12. Transportation

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A railroad from Keelung to Hsinchu was already constructed by the Machurian government. The railroad mileage increased gradually after the Japanese occupation. The main line from Keelung to Kaohsiung was completed by 1908. New branches, double tracks, and sidings were added rapidly, particularly during the 1920's. By 1930, the railroad system of the Japanese era was generally completed. As to passenger traffic, the number of passengers in 1931 was about 21 times of the number of 1901, and between 1931 and 1941 the number of passenger was almost tripled.[10] The mileage of highways was also rose rapidly after the 1920's (14: Table 449). It is interesting to note that, the number of bicycles, automobiles and trucks began to increase after 1920 (Fig. 4, Fig. 5). When bicycles were first imported, people were surprised by their high speed, and thought they were some magical thing. Now they became familiar with them, and utilized them more and more. This is a sign of the change of attitude among the people.

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Before transportation was developed, different localities within an area could not exchange and trade their products, and the failure of crop in one locality would cause local famine. W. S. Thompson, who stayed some months in Nanking, China, in 1930-31, reported: at that time rice was so cheap in Nanking that many farmers were going bankrupt. At the same time people were starving by the hundred of thousands (some say by the millions) in northwest China. There was no means of transportation to let the two embarassed localities help each other, so local famine was inevitable. This situation has been very common in the past. Such prosperous and well-organized countries as England, France, and Sweden had severe local famines from time to time, even during the first half of the nineteenth century (16: pp. 67–68).

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Development of transportation not only can stabilize the living of the people, but at the same time it can significantly influence the extent of the peoples' economic activity and attitudes. When transportation is poor, surplus products of one locality are useless, and people are obliged to live a self-sufficient and closed economic life. Effective transportation can change surplus products into commodities, extending the sphere of economic and social activities. Thus, a self-sufficient and closed society will change into an open, circulating society living by division of labor and exchange. In a closed society, not only are the things produced different, but customs and manners are also different. In an open and circulating society, everything will gradually become uniform through continual contact and communication. In the vital statistics of Taiwan we can see a reflection of this change. During the early years of Japanese occupation,

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Note 9: As to the situation of medical facilities in 1945, see Li, Ting-yeh: op. cit. 12. As to the comparision of the situation of Taiwan with other parts of the world, cf. 27: Table 120.

Note 10: Tang, C. W.: "Railways in Taiwan". Chinese-American Economic Cooperation, Vol. 1, No. 5, 1952, Taipei, p. 66.